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TCS 8590/65

DATE JUNE 1965

CENTRAL INTELLIGENCE AGENCY  
PHOTOGRAPHIC INTELLIGENCE DIVISION  
PHOTOGRAPHIC INTELLIGENCE REPORT

EXPLOSIONS ASSOCIATED WITH CONSTRUCTION  
OF THE IRTYSH-KARAGANDA CANAL  
NEAR EKIBASTUZ, USSR

Declass Review by NIMA/DOD

CIA/PIR-3009/65



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EXPLOSIONS ASSOCIATED WITH CONSTRUCTION OF THE  
IRTYSH-KARAGANDA CANAL NEAR EKIBASTUZ, USSR

25X1D

A study on the status of a proposed canal system linking the Irtysh River to the industrial city of Karaganda, 49-50N 73-10E, was made utilizing KEYHOLE photography. A seismic event recorded on 25 April 1965 indicated that an underground explosion had taken place north of Ekibastuz at approximately 52N, 75E. Examination of coverage from [ ] confirmed that work on the canal was in progress and that explosives had been used.

25X1D

The proposed route of the canal has been cited in various references. 1/, 2/, 3/ The canal route and construction status is shown by the overlay on the map of the area (Figure 1). It begins south of Yermak, runs westward to the Shiderty River, follows the Shiderty valley south through a planned series of reservoirs and pumping stations, and crosses the watershed to the Tuzdy and Nura River beds. The proposed route location from the Tuzdy reservoir south to Karaganda is not definite. The present limit of construction is in the Ekibastuz area, although one reservoir dam on the Shiderty River was found in place at 51-41N 74-37E.

25X1B

The most recent construction activity is along an approximately 20 nautical mile length between Lake Karasor and Ekibastuz (Figure 2). [ ]

25X1B

[ ] The depth of the canal is at various levels, and it is possible that explosive charges are used in conjunction with mechanical methods to reach a desired depth. Likely areas for the 25 April blast would be in the area of shallow trenching or at one prominent unconnected segment which appears to be located in hard rock. No evidence of charges in place could be seen.

East of Lake Karasor to the Yermak area (Figure 3), the canal excavation appears essentially complete. A small portion of it was covered by snow. Explosives were probably used at various areas in this older section also, but they are more difficult to distinguish due to reworking and smoothing of the banks. The total length of the canal where construction has taken place is approximately 70 nautical miles.

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REFERENCES

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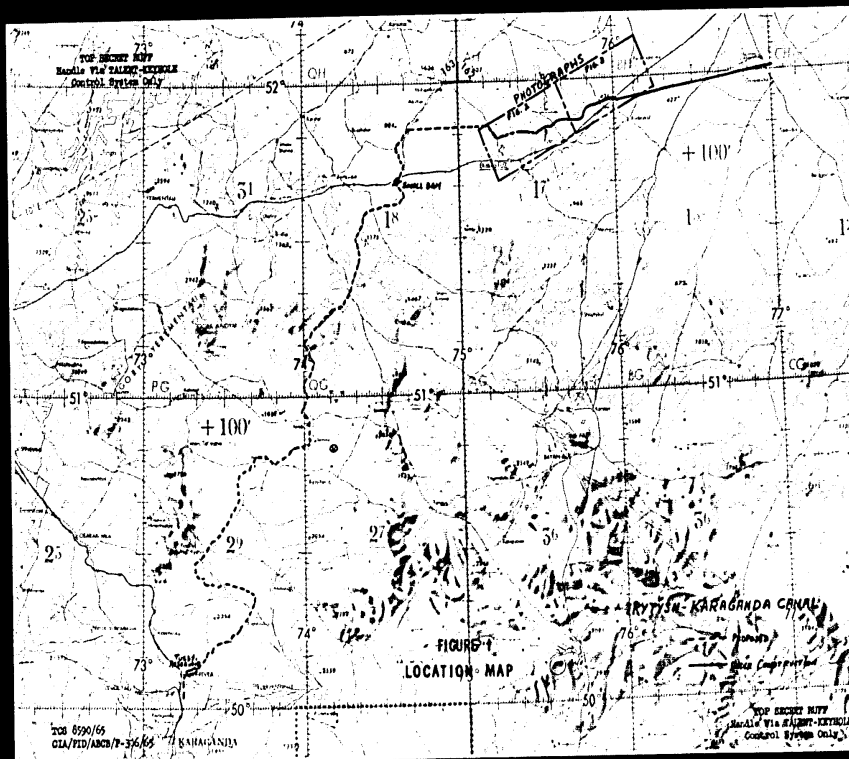
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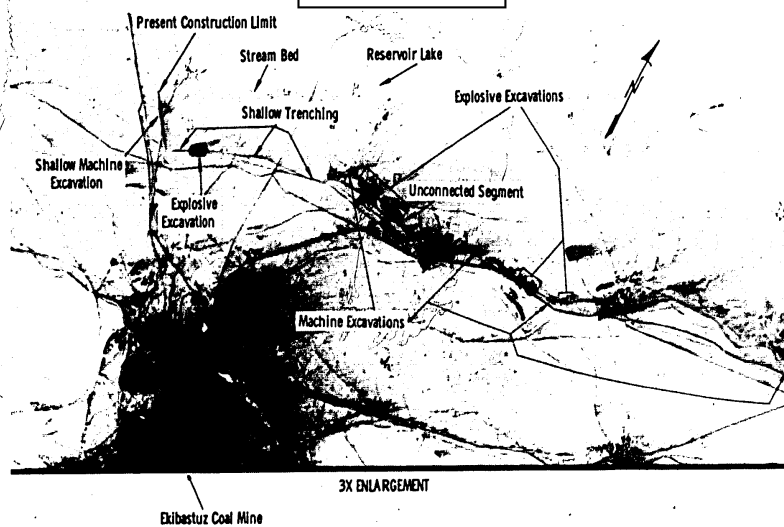


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FIGURE 2  
IRTYSH-KARAGANDA CANAL, NEWER SECTION



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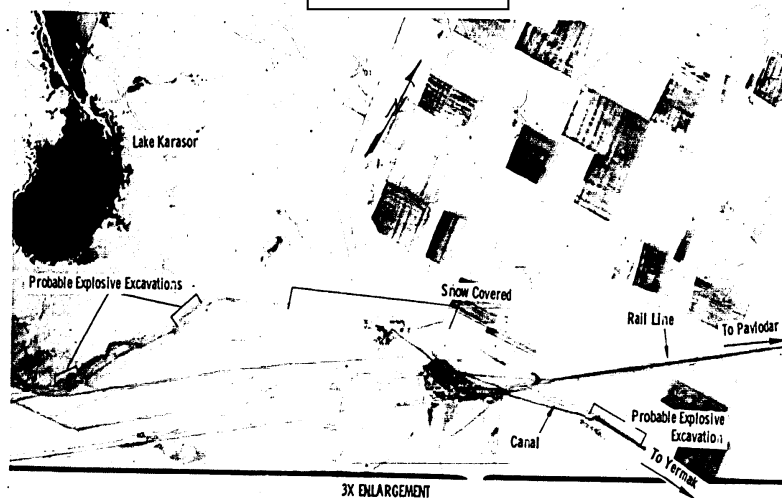
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FIGURE 3  
IRTYSH-KARAGANDA CANAL OLDER SECTION



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